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side and its population. Fishing in the river was still an occupation ; and, though bridges existed, boats were considerably employed for crossing. The extent of gambling and betting is proverbial ; but it is perhaps not so generally known that from 1569 to 1826, first at intervals and then as an annual institution, government lotteries existed. Dueling was widely prevalent, indeed even clergymen fought, but contests were rarely fatal. There was at least one instance of wife-selling at Smithfield during the century, and the king's crower still crowed the hours on Good Friday night.

A few errors remain to be noted. Occasionally when venturing into the field of general history the author is apt to commit himself to inadequate or misleading generalizations, *e. g.* when he speaks of taxation without representation (p. 31). The Corporation Act was not repealed by George I. (p. 9). The peace of Paris is said to have been signed in 1787 (p. 33). The possible implication that Clarkson and Wilberforce were Quakers (p. 62) is obviously erroneous, though most of those associated with them in the effort to abolish the slave-trade were of that faith ; the act abolishing slavery in the colonies was passed in August, 1833, not in 1834 (p. 62). Ludgate is said to mean a postern ; but nothing is said to indicate that the hill got its name from the temple supposed to have been erected to Lud, the mythical British king, anciently regarded as the god of commerce (p. 99). Bishop Porteous's name is usually spelt Porteus (p. 163). The statement that the East India Company was founded in the sixteenth century is apt to convey a misleading impression, since it did not receive a charter till 1600, and was only founded the year before (p. 213). It is said (p. 532) that prisoners on criminal charges were not allowed counsel till 1820 ; as a matter of fact they were not allowed the full benefits of counsel till the Prisoner's Counsel Act of 1836. A statement made by Strype in 1754 is referred to (p. 538), whereas he died in 1737. In the reference to the Court of Requests (p. 566) it would have made matters clearer to state that the body under that name was abolished by Statute 16 C. II. Occasional comments (*e. g.* pp. 13, 17, 18, 20) seem rather flat for such an experienced writer. But these are all mere minor blemishes : the last word must be one of praise and gratitude for this valuable and interesting contribution.

ARTHUR LYON CROSS.

The Correspondence of the Colonial Governors of Rhode Island, 1723-1775. Published by the National Society of the Colonial Dames of America in the State of Rhode Island and Providence Plantations. Edited by GERTRUDE SELWYN KIMBALL. (Boston and New York : Houghton, Mifflin, and Company. 1902, 1903. Two vols., pp. lxii, 434 ; xxvi, 498.)

As it becomes more common to render the manuscript collections in American archives available in print, the need will be more apparent for a work which shall serve as a model in methods of detail. Without apparently in the least intending to supply such a model, the editor of

this work might well be considered as having done so. So far as the period is concerned, she has set before herself a definite date, and, after securing from all imaginable sources the unpublished correspondence belonging in that period, has supplemented it, in an appendix to the second volume, by a list of such letters of the same period as are already in print in Mr. Bartlett's *Colonial Records* of Rhode Island. Not only are paper and type most carefully and intelligently chosen, but the work is equipped with an exhaustive topical index, useful in ways quite out of the common, as will be seen from a careful reading of the explanatory note prefixed to it; an exceptionally workmanlike list of contents prefixed to each volume, in which the substance of each one of the 488 letters is skilfully and lucidly minuted; and even a "list of the terms of administration of the governors represented in this collection" appended to the editor's very scholarly introduction. Add to this the fact that judicious insight marks the not too numerous but very welcome annotations, and even the selection of the few but well-chosen portraits and other illustrations. Still more important is the fact that the reader's confidence is secured by the minute accuracy to be observed on every page, and also in the exact reproduction of the spelling and punctuation of the original, and even in the almost irreproachable proof-reading. Two exceptions only have been noted, where the type-setter's perversity was allowed to triumph. One was in printing McGrady for McCrady (II. 172), which is after all not an eighteenth-century name, but a recent one. The other is in the passage from a letter of 1733 in the introduction (I. xiii), where an eccentricity of spelling just a shade beyond the high level of eccentricity found in these letter-writers gives us the spelling "Imminitys." Even this word, when printed in its proper place, on p. 34 of the same volume, agrees properly with the original manuscript. In few particulars has the judgment of the editor been more apparent than in the rendering of the various abbreviations, contractions, and signs (such as that indicating the double letter) found in the original; and the work is disfigured by no such absurdities as "Ye," standing for the definite article. Where the reader and student have been given so much that shows an enlightened desire on the editor's part to "put yourself in his place," it is perhaps illogical to ask for more; and yet a brief key or guide to the system of rendering abbreviations, prefixed to the work, would have been a real boon, particularly as it is noticed that the character & in the original is here replaced by the word and.

It has been thought better to direct attention to the editor's methods, as above, than to the subjects treated. Exhaustiveness is one of the qualities aimed at by the editor, as above indicated; and where it is lacking, this is due to causes beyond the editor's control; as, for instance, where the reader who queries why so late a date as 1723 should stand for the beginning of the work is informed that "the official correspondence of Rhode Island for" the first sixty-four years has "completely disappeared." It is an interesting fact also that so noteworthy an episode in colonial history as the Albany Congress of 1754 scarcely figures in

these pages, except indirectly. While one of the "parties" to the correspondence was the colonial governor (represented in this correspondence by eleven Rhode Island citizens, of distinctly forceful characteristics), the other party was usually though not invariably the "colonial agent" representing the colony at London. Only two persons filled this position for Rhode Island during this interesting but turbulent half-century, namely, Richard Partridge, till his death in 1759, and afterwards Joseph Sherwood.

Perhaps not the least significant fact in connection with this very creditable instance of critical historical work is that it is undertaken by a Society of the Colonial Dames. In view of its striking excellence, it is natural to wish that it may prove an inspiration to like undertakings by branches of that society in other states; and yet it is to be hoped that any such society will refrain from undertaking the enterprise unless it is able to place the work in the hands of a trained historical student, as in this case.

WILLIAM E. FOSTER.

Historic Highways of America. By ARCHER BUTLER HULBERT. Vol. V. The Old Glade Road; Vol. VI. Boone's Wilderness Road. (Cleveland: The Arthur H. Clark Co. 1903. Pp. 205; 207.)

FEW writers in summing up the decentralizing tendencies among the American colonists have omitted from the category the effects of commercial competition. Evidence may be collected here and there of the strife between various neighboring seaports to secure the inland trade. The long-continued rivalry between Baltimore and Philadelphia had a larger counterpart in the struggle between the two provinces of Virginia and Pennsylvania to secure the trade which naturally accumulated about the head waters of the Ohio. The advantage which would have accrued to Virginia from the cutting of Braddock's road as a complement to the Potomac was destroyed by the disastrous termination of that expedition. But she would undoubtedly bend every energy to have the same route followed when another attempt should be made to dislodge the French from the Ohio. How Pennsylvania stepped in at a late hour, and through pressure brought to bear upon the generals in command carried the day against Virginia influence and even against Colonel Washington constitutes the main impression left upon the reader by the fifth volume of Mr. Hulbert's series on historic highways.

The Old Glade road, commonly known as the Forbes or Bouquet route, has always had a place on the maps of the eastern states, but has been overshadowed by its southern parallel, the Cumberland or National Turnpike, which follows Braddock's road. From Lancaster, Pennsylvania, the Old Glade road passed through Carlisle, Bedford, and Ligonier to Pittsburg. In the latter city its memory is perpetuated by Forbes Avenue, one of the principal thoroughfares. It was supplemented at its eastern terminus by the Philadelphia and Lancaster highway. Its construction was due entirely to the determination of Forbes and Bouquet,